

B-4470

BALTIMORE CITY PASSENGER RAILWAY CO. CAR BARN AND STABLES

BALTIMORE CITY, MD

This was one of the most elegant Victorian car barns in the city, but its integrity has been greatly damaged by the removal of the upper portion of the Madison Street elevation. What remains in good condition are the stables: a one-story, gable-roofed section at the western end of the building with slate end wall. The name of the original owners--the Baltimore City Passenger Railway Company--are outlined in this slate wall. Commercial private use today.

**D INVENTORY OF HISTORIC PROPERTIES FORM  
SANDTOWN-WINCHESTER SURVEY**

**NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM**

**1. Name of Property**

historic name Baltimore City Passenger Railway Co. Car Barn and Stables

other names/site number B-4470

**2. Location**

street & number 2560-70 Madison

not for publication \_\_\_\_

city or town Baltimore

vicinity N/A

state Maryland

code MD

county

Baltimore City

code 510

zip code 21217

**3. State/Federal Agency Certification**

N/A

**4. National Park Service Certification**

N/A

**5. Classification**

Ownership of Property (Check as many boxes as apply)

- ☒ private  
☐ public-local  
☐ public-State  
☐ public-Federal

Category of Property (Check only one box)

- ☒ building(s)  
☐ district  
☐ site  
☐ structure  
☐ object

Number of Resources within Property

Contributing

Noncontributing

1

buildings

sites

structures

objects

Total

1

SDI/NPS NRHP Registration Form  
(Baltimore City Passenger Railway Co. Car Barn and Stables)  
(Baltimore City, MD)

(Page 2)

Number of contributing resources previously listed in the National  
Register 0

Name of related multiple property listing (Enter "N/A" if property is not  
part of a multiple property listing.) N/A

#### 6. Function or Use

Historic Functions (Enter categories from instructions)

Cat: TRANSPORTATION

Sub: rail-related

Current Functions (Enter categories from instructions)

Cat: \_\_\_\_\_

Sub: \_\_\_\_\_

#### 7. Description

Architectural Classification (Enter categories from instructions)

LATE VICTORIAN

Materials (Enter categories from instructions)

foundation BRICK

roof \_\_\_\_\_

walls BRICK

other STONE: marble, slate

Narrative Description (Describe the historic and current condition of the  
property on one or more continuation sheets.) See continuation sheet.

8. Statement of Significance See continuation sheet.

Areas of Significance (Enter categories from instructions)

Transportation  
Architecture

B-4470

USDI/NPS NRHP Registration Form

Baltimore City Passenger Railway Co. Stables)  
(Baltimore City, MD)

(Page 3)

Period of Significance C. 1882-1940

Significant Dates c. 1882-90

Significant Person (Complete if Criterion B is marked above)

Cultural Affiliation N/A

Architect/Builder

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.) See continuation sheet.

9. Major Bibliographical References

Maps

Bromley, G.W. and Co. Atlas of the City of Baltimore, Vol. 1. Philadelphia: 1885, 1896.

Hopkins, G.M. Map of the City of Baltimore, Maryland. 1876, 1877.

Sanborn Map Company. Insurance Maps, Baltimore, Maryland, Vols. 2,3, and 7. New York: 1890, 1901, 1914, 1928.

Simmons, Isaac. 1852 Revision of the Thomas H. Poppleton Map. Baltimore: 1852.

Farrell, Michael R. Who made All Our Streetcars Go? Baltimore National Railway Historical Society Publications, 1973.

Records of the Baltimore Streetcar Museum

10. Geographical Data

Acreage of Property Lot = 121' 10" x 238' 7"

## USDI/NPS NRHP Registration Form

(Baltimore City Passenger Railway Co. Car Barn and Stables)  
(Baltimore City, MD)

(Page 4)

## UTM References (Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing	Zone	Easting	Northing
1	—	—	—	3	—	—
2	—	—	—	4	—	—

— See continuation sheet.

## Verbal Boundary Description (Describe the boundaries of the property.)

Blck 3418A, Lot29A

## Boundary Justification (Explain why the boundaries were selected.)

The boundaries are based on a city lot(s) retaining original property lines.

## 11. Form Prepared By

name/title Elizabeth Jo Lampl & Kay Fanning/Architectural Historians  
organization Robinson & Associates date July 1992  
street & number 1710 Connecticut Ave., NW telephone (202) 234-2333  
city or town Washington state DC zip code 20009

## Property Owner

(Complete this item at the request of the SHPO or FPO.)

name \_\_\_\_\_  
street&number \_\_\_\_\_ telephone \_\_\_\_\_  
city or town Baltimore state MD zip code \_\_\_\_\_

NPS Form 10-900-a  
(8-86)

OMB No. 1024-0018

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 5 & 6 Page 1

Baltimore City Passenger Railway  
Co. Car Barn and Stables  
**name of property**  
Baltimore City, Maryland  
**county and State**

HISTORIC CONTEXT

MARYLAND COMPREHENSIVE STATE HISTORIC PRESERVATION PLAN DATA

**Geographic Organization:** Piedmont

**Chronological/Developmental Period(s):** Industrial/Urban Dominance

**Prehistoric/Historic Period Theme(s):** Transportation; Architecture,  
Landscape Architecture, and Community Planning

**Resource Type:**

**Category:** building(s)

**Historic Environment:** urban

**Historic Function(s) and Use(s):** transportation

**Known Design Source:** none

B-4470

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 7 Page 1

Baltimore City Passenger Railway Co.  
Car Barn and Stables  
**name of property**  
Baltimore City, Maryland  
**county and State**

DESCRIPTION

This one-story, gable-roofed, stables/car barn/office was erected by the Baltimore City Passenger Railway Company c. 1882-1890. It sits at a prominent corner just south of the Druid Hill Park arch on Madison Street and spans the distance between Madison and McCulloh. It is the only extant horsecar stable in the survey area.

It was a magnificent High Victorian Gothic edifice before the loss of its upper story on the eastern, or office side of the building (see attached). Originally, the building's Madison Avenue elevation was marked by a series of gabled parapets capped by finials, decorative polychromatic horizontal banding, and a steep cross-gabled roof with corbelled brick chimney. The car entrance area was a wide open bay just to the south of the corner of Madison Avenue, marked by brick piers culminating in small, slate-capped turrets. The transition from the high-style office portion of the building to the shed of the car barn/stables was gradual, with the roof heights sloping down to ultimately merge with the monitor roof of the shed.

Today, only the base of the eastern portion of the building, and the shed-like western portion of the building remain intact. The shed-like stables feature an end-gable entrance wall and long side elevations. Stepped buttresses define the horse stall bays, and straight-sided buttresses mark the corners. The original monitor, however, has been removed.

The McCulloh Street gable facade was, apparently, open across its lower section for at least some of its history. Today, this section has been mostly filled in with brick. Based on the maps, the southern opening, not an original feature, is an alteration and functioned as the entry/exit for the streetcar when the building was converted from a simple stable to a depot.

The main feature of the gable is a patterned slate wall, of which the original company sign written in shingling is the main feature. An upper gable is set off from this large signage area by a molding strip in the gable. The upper gable originally held a five-part window, now boarded up.

NPS Form 10-900-a  
(8-86)

OMB No. 1024-0018

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 7      Page 2

Baltimore City Passenger Railway Co.  
Car Barn and Stables  
**name of property**  
Baltimore City, Maryland  
**county and State**

In the side bays are groups of three square, short windows with stone lintels and sills continuous for each group. These openings are also boarded up. The tall buttresses at the facade corners have roof turrets covered with sheet metal, crowned with curling metal finials. Small vents with hipped roofs stand along the roof ridge.

Although the building is identified as a depot and offices on the 1896 map, this area first appears clearly as offices in the 1901 Sanborn Map.

Long stable wings, originally detached from the main block but located adjacent to it on the south side of the lot, appear to have been reworked into the building as a whole.



B-4470

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 8 Page 1

Baltimore City Passenger Railway Co.  
Car Barn and Stables  
**name of property**  
Baltimore City, Maryland  
**county and State**

SIGNIFICANCE

In 1882, the Baltimore City Passenger Railway Company (City Passenger) extended its Madison Line to the entrance to Druid Hill Park. The result was this High Victorian Gothic Stables/Carn Barn built between 1880 and 1896. While other railway companies had routes out to the Park, only BCP's route had the more fashionable terminus of the Park's triumphal Madison Arch.

This building was the car house for the Madison Avenue and Broadway Line. The 1885 City Directory identifies this line as the one with white cars and white lights. The line's route was from Druid Hill Park, via Madison Avenue, to Eutaw and Baltimore streets, and Broadway to Thames street. Return was via the same route. Cars left the station every four minutes. By 1896, the company's electric trolleys were in such demand that the barn was doubled in capacity, to accommodate 50 cars. (It appears, by historic maps, that former stable wings to the south of the building were incorporated into the building as a whole.) The 1896 Bromley Atlas shows that the building was serving at that time as both a depot and offices.

**History of the Company's Madison Avenue, or White Line**

Prior to 1862, City Passenger was a city-chartered franchise unable to extend its tracks beyond Boundary Street (North Avenue) into Baltimore County. Although City Passenger incorporated in 1862, and was therefore no longer restricted just to the city proper, it was too late to fully capitalize on the Baltimore County Druid Hill Park traffic. Another firm, the City Park Railway claimed ownership of this route, and City Passenger was able only to capitalize on the extension to the Park by operating their competitor's route. For a year, the company did so by linking its original Madison Line terminus (at North Avenue) with the park itself via a route straight up McCulloh Street (see attached map of 1872).

When City Passenger sought to exit from the agreement with City Park Railway due to financial constraints, the Park Commission resolved to operate a makeshift solution to move people from North Avenue into the Park's grounds. It bought and operated "dummy" cars (steam locomotive cars disguised to

United States Department of the Interior  
National Park ServiceNATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 8      Page 2

Baltimore City Passenger Railway Co.  
Car Barn and Stables  
**name of property**  
Baltimore City, Maryland  
**county and State**

resemble horsecars) and transported people from the corner of North and Madison into the Park itself. After a competitor's operation of the dummy line's route ceased in 1873, the path was cleared for others to compete directly in the park market.

Finally, in 1882, City Passenger sought and received permission to extend its Madison line to the southern base of the park. This became the company's exclusive park route. By 1890, Citizens, People's and Central Railways also had lines which arrived at the Fulton Avenue entrance to the park.

**History of the Company**

The City Passenger was the first streetcar firm in Baltimore, beginning as an omnibus and horsecar concern in 1859. A park tax was placed upon the company's operations in order to provide for the newly created public park. (Druid Hill Park was opened in 1860.) This tax was also levied to finance a grand Avenue to surround the circumference of the city, the layout of which can be seen by the dotted lines on the 1852 Poppleton map (see attached).

In 1862, this tax accounted for one-fifth of the company's gross receipts for the year. That same year the cost of running 54 cars was \$513, or \$9.50 per car. The company complained that year that the park tax was destroying its capability to make rail and car improvements, besides making a profit. After several attempts at rejuvenating the company through fare increases, the City saw fit to reduce the park tax to 12 percent in 1874. By the mid-1880s, the tax was reduced to 9 percent. In 1932, the park tax was being levied at 3 percent.

For all the company's pioneering of the streetcar industry in Baltimore, City Passenger Railway was never in the forefront of streetcar technology. Instead, the company was one step behind its competitors, as it converted to cable from horsecar at the same time that Baltimore Traction was upgrading from cable to electric. A quote (undated) from a former director of the company provides insight into the firm's decision, saying: "We adopted cable power reluctantly, but were forced to do so owing to the popular clamor

United States Department of the Interior  
National Park ServiceNATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 8      Page 3

Baltimore City Passenger Railway Co.  
Car Barn and Stables  
**name of property**  
Baltimore City, Maryland  
**county and State**

against electricity."<sup>1</sup> In 1893, when City Passenger converted some of its lines to cable, it was one of the last railway companies in the country to do so. Finally, in 1898, the White Line ran electric trolleys.

In 1898, City Passenger absorbed Central Railway into its concern. That same year, the merger was broadened to include the Baltimore & Northern. The result was the June 1, 1899 incorporation of the United Railways and Electric Company.

In 1906, United Railway's 1906 floor plan of the Madison Avenue car barn reveals eight maintenance pits. (See attached floor plan.) The northeast section of the building is the only space not designated to operations, and accommodated the company's office.

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<sup>1</sup> From The Cable Car, Baltimore Streetcar Museum files.

SANDTOWN-WINCHESTER/PENN-NORTH  
RECONNAISSANCE-LEVEL SURVEY FORM

Survey No. B-4470

Neg. No. 7/18

Historic Name Baltimore City Passenger Railway Co. Stables

Current Name/Use \_\_\_\_\_

Address(es) 2560-70 Madison

Resource/Property Type

- ☐ Rowhouses  
☐ Commercial Structure  
☐ Public/Institutional Building  
☐ Public Housing  
☐ Site  
☒ Other

☐ Attached  
☒ Freestanding

Note: transportational structure

Stories 1

Primary Material brick Secondary Material slate, stone

Roof Form end-gable

No. of Bays in Unit/Facade 11 If Rowhouse: ☐ Flat Front ☐ Swell Front ☐ Porch

Window Type: ☐ Double-Hung ☐ Single-Leaf  
☐ 1/1 Sash ☐ Double-Leaf  
☐ 2/2 Sash ☐ Number of panels (if visible)  
☐ 2/1 Sash ☐ Transom  
☒ Other Sash  
☐ Transom

Architectural Style Victorian Date c. 1852-90

**Noteworthy Features:** Shed building with buttresses along sides; at facade corners, buttresses with sheet-metal finials. Original slate gable end with company sign. Groups of 3 fixed windows with stone lintels and sills in bays. Facade has been infilled.

Alterations: ☐ Formstone ☐ Stucco  
☐ Vinyl/Aluminum ☒ Window/Door Changes  
☐ Awnings ☐ Missing Cornice Elements  
☐ ? First-Floor Use Change ☒ Other: bricked-in original opening

Status: ☐ ? Occupied ☐ Vacant ☐ Mixed

NR Evaluation: ☒ Contributing ☐ Non-Contributing

Recommended for Intensive Level: ☒ Yes ☐ No

Surveyor: Joey Lampl  
Date: February-April 1992

Affiliation: Robinson & Associates



# III



B-4470 The "Avenue," financed by park tax  
 Baltimore City Passenger Railway Co. Car Barn and Stables  
 Baltimore, MD

Simmons, Revision of the Thomas Poppleton Map, 1852



# THE UNITED RAILWAYS & ELECTRIC CO.

## PLAN OF CAR BARN ON

## MADISON AT PARK TERRACE

Scale 1"=30'

April 23, 1906

2240' of track suitable for car barn  
2525' in Barn

Deeds - 54-55-56-57

Conc. Floor  
Saw Figures

Are 2046 X 1338

Deductions

68  
177  
101

246  
20

50366

3528

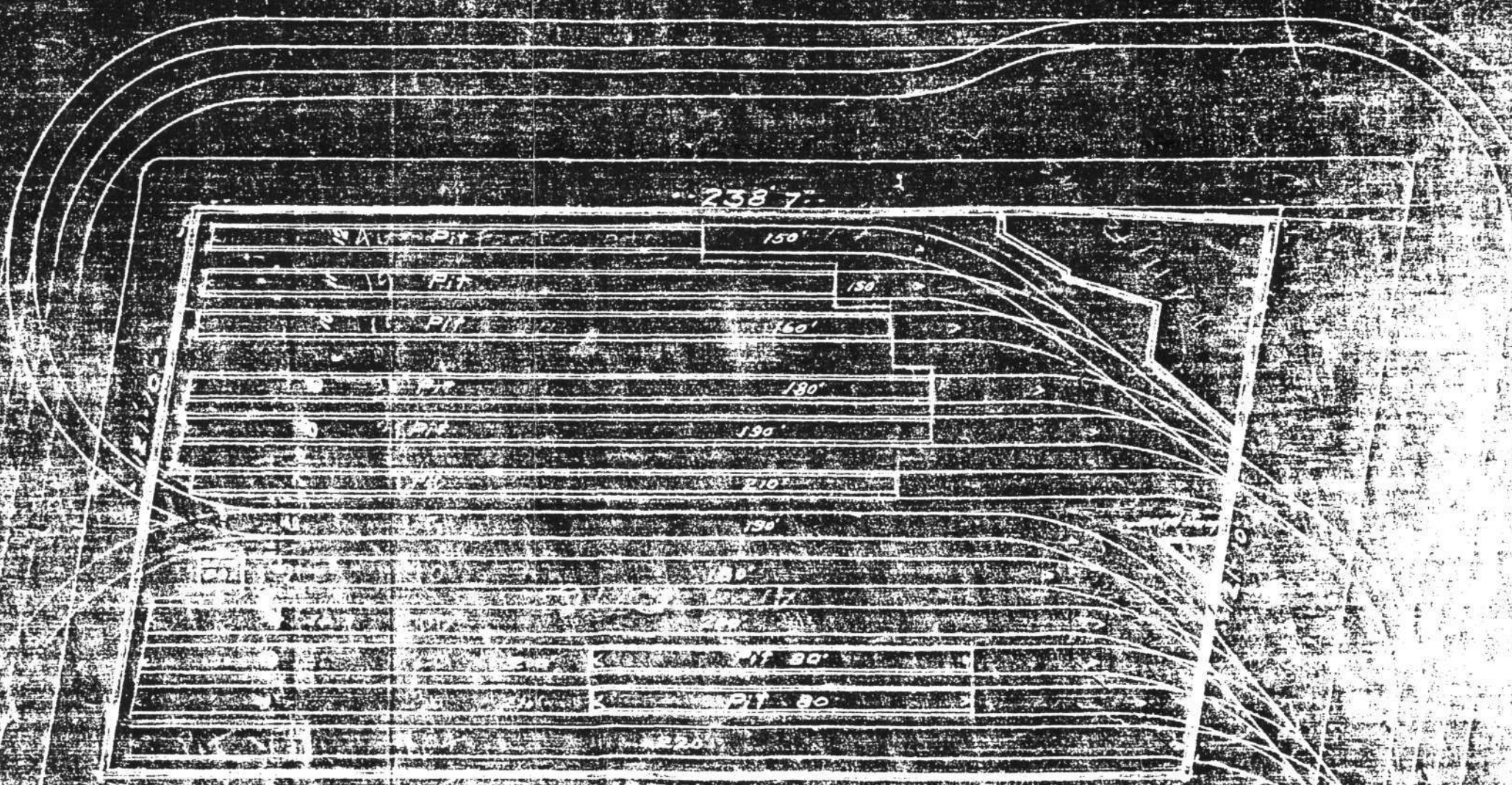
366

3162

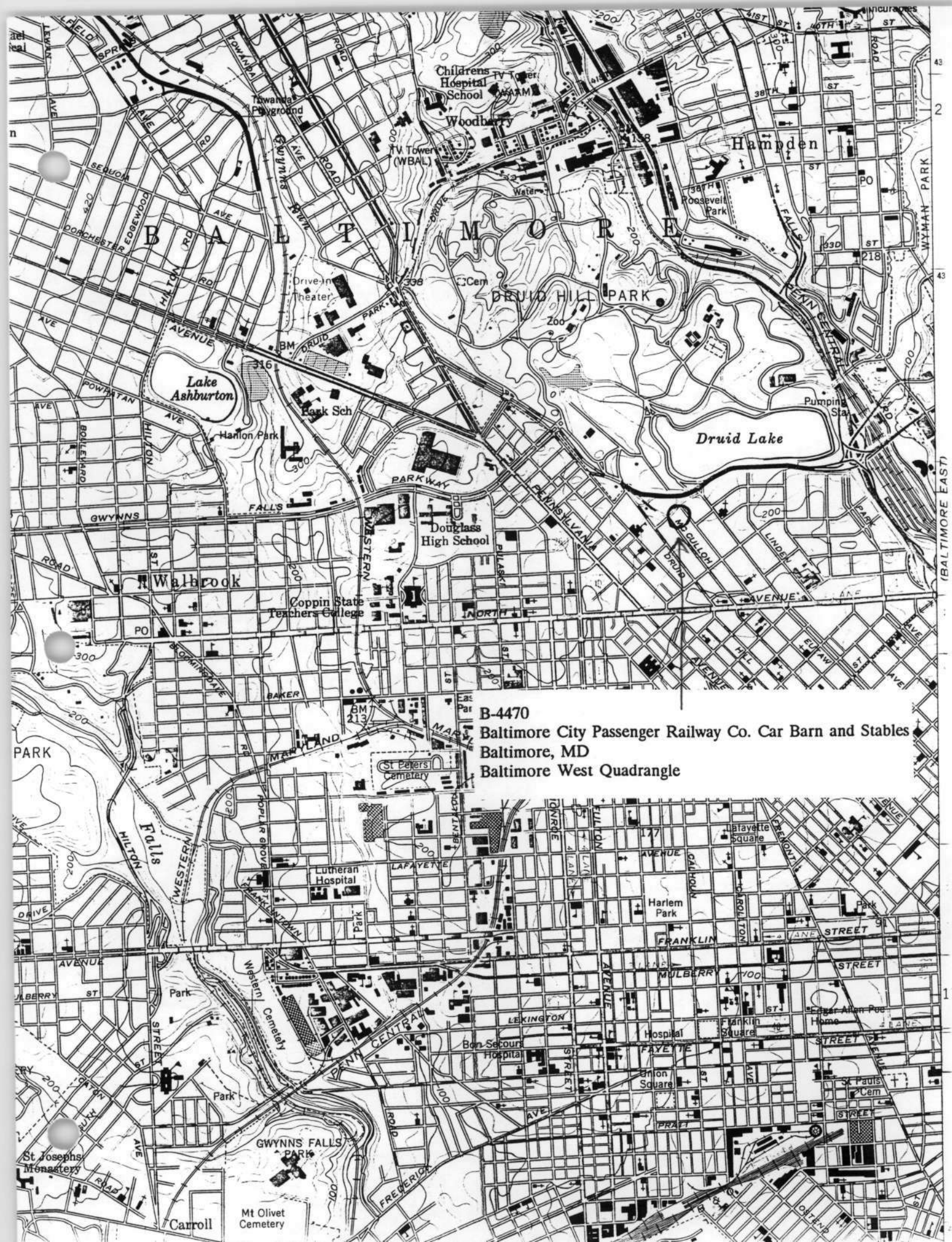
117 car Cinders

PARK

TERRACE

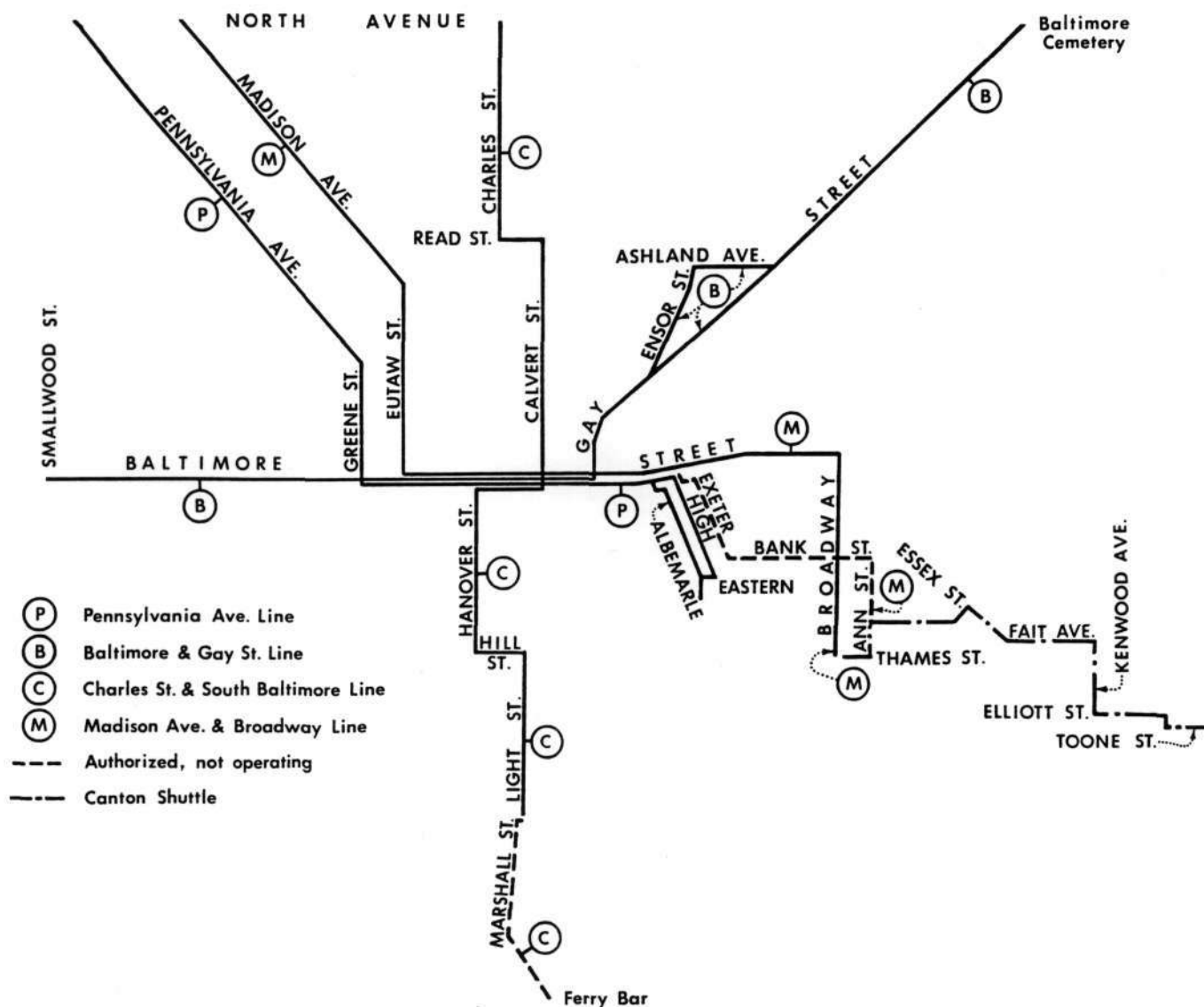






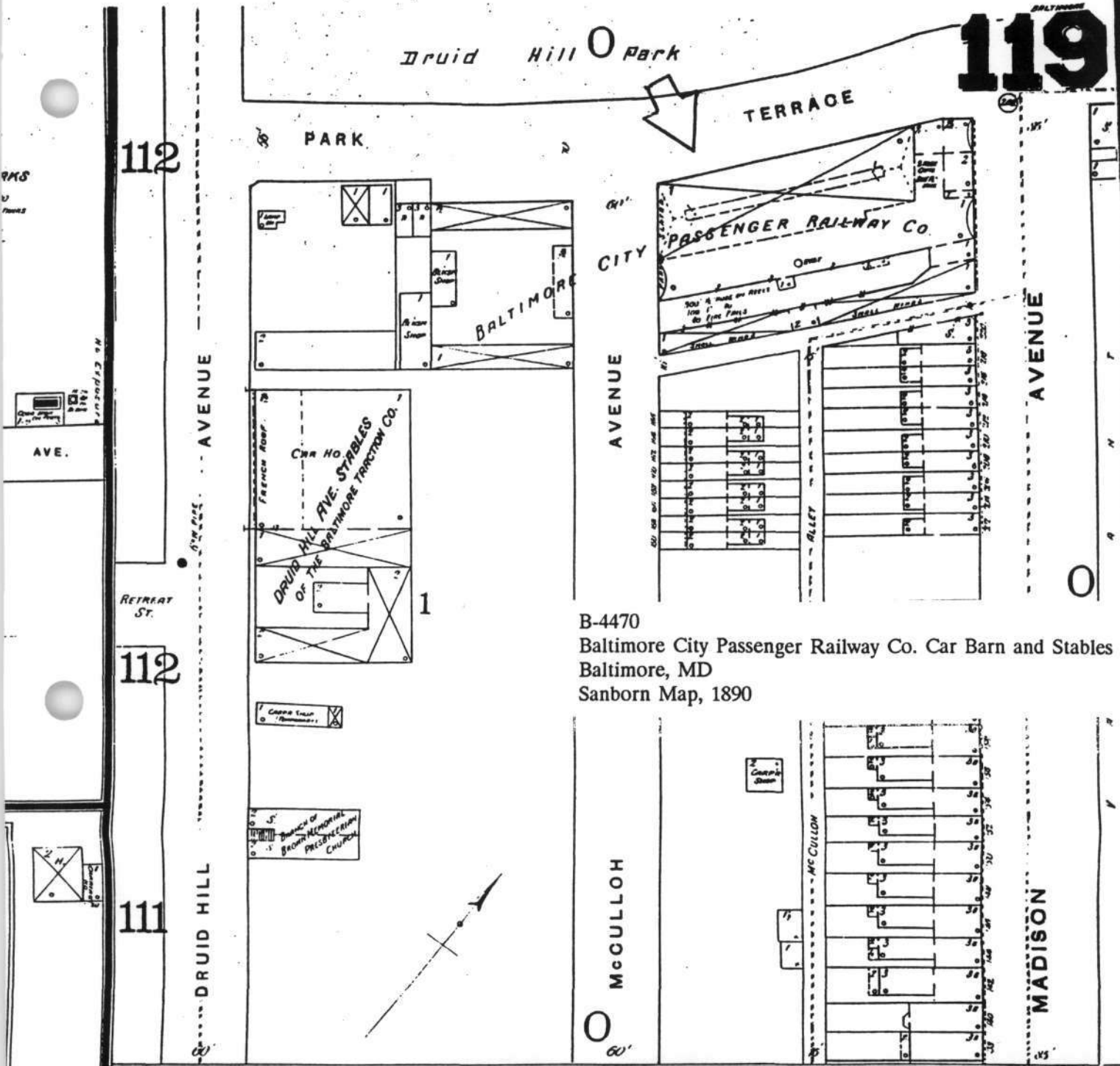
B-4470

Baltimore City Passenger Railway Co. Car Barn and Stables  
Baltimore, MD  
Baltimore West Quadrangle

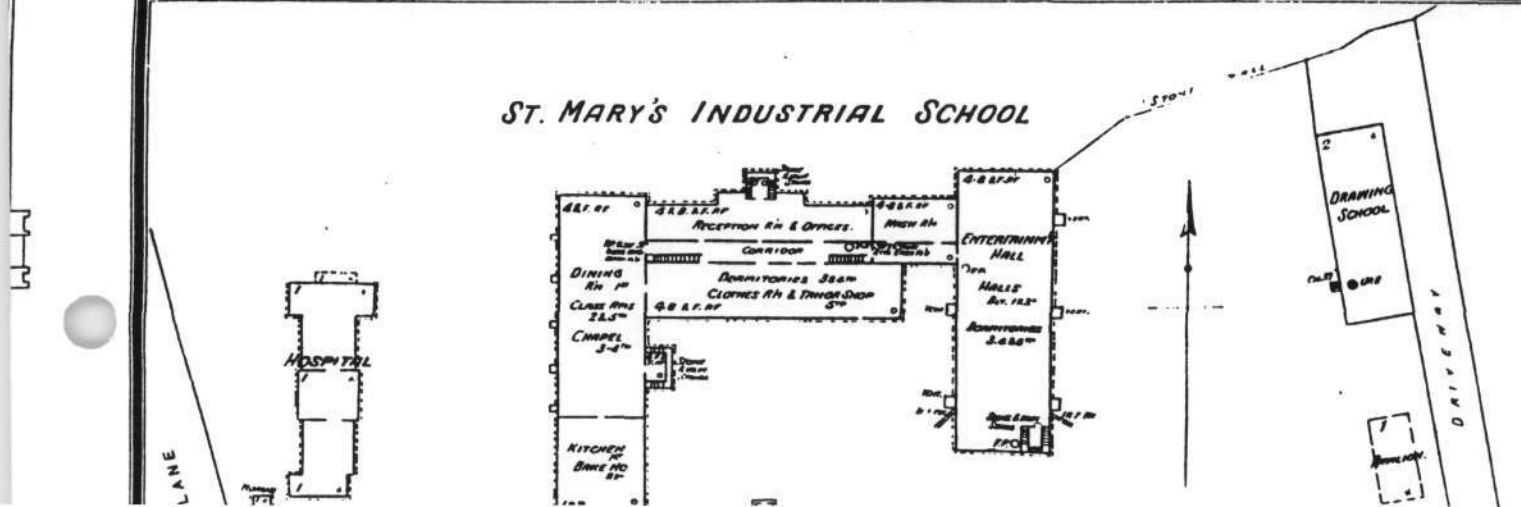


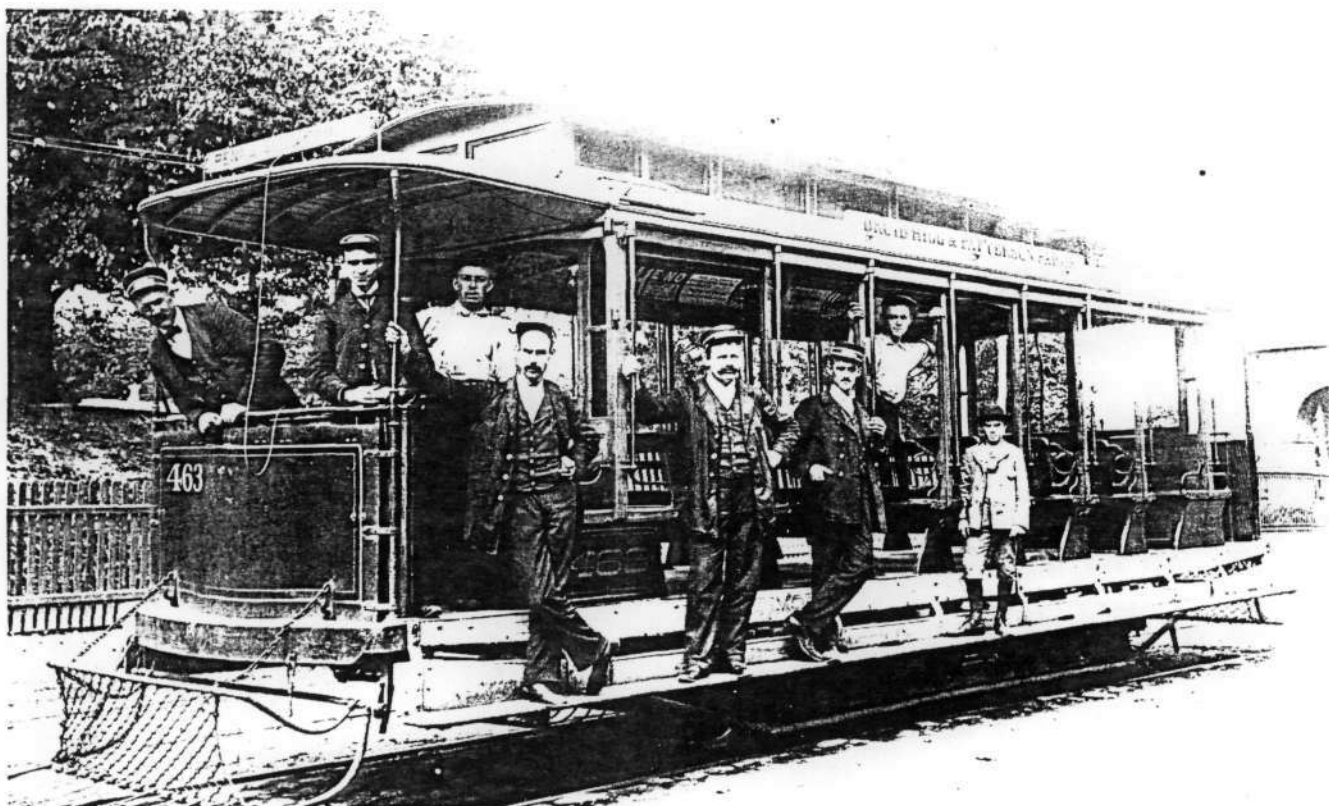
Baltimore City Passenger Rwy. 1871 Not to scale





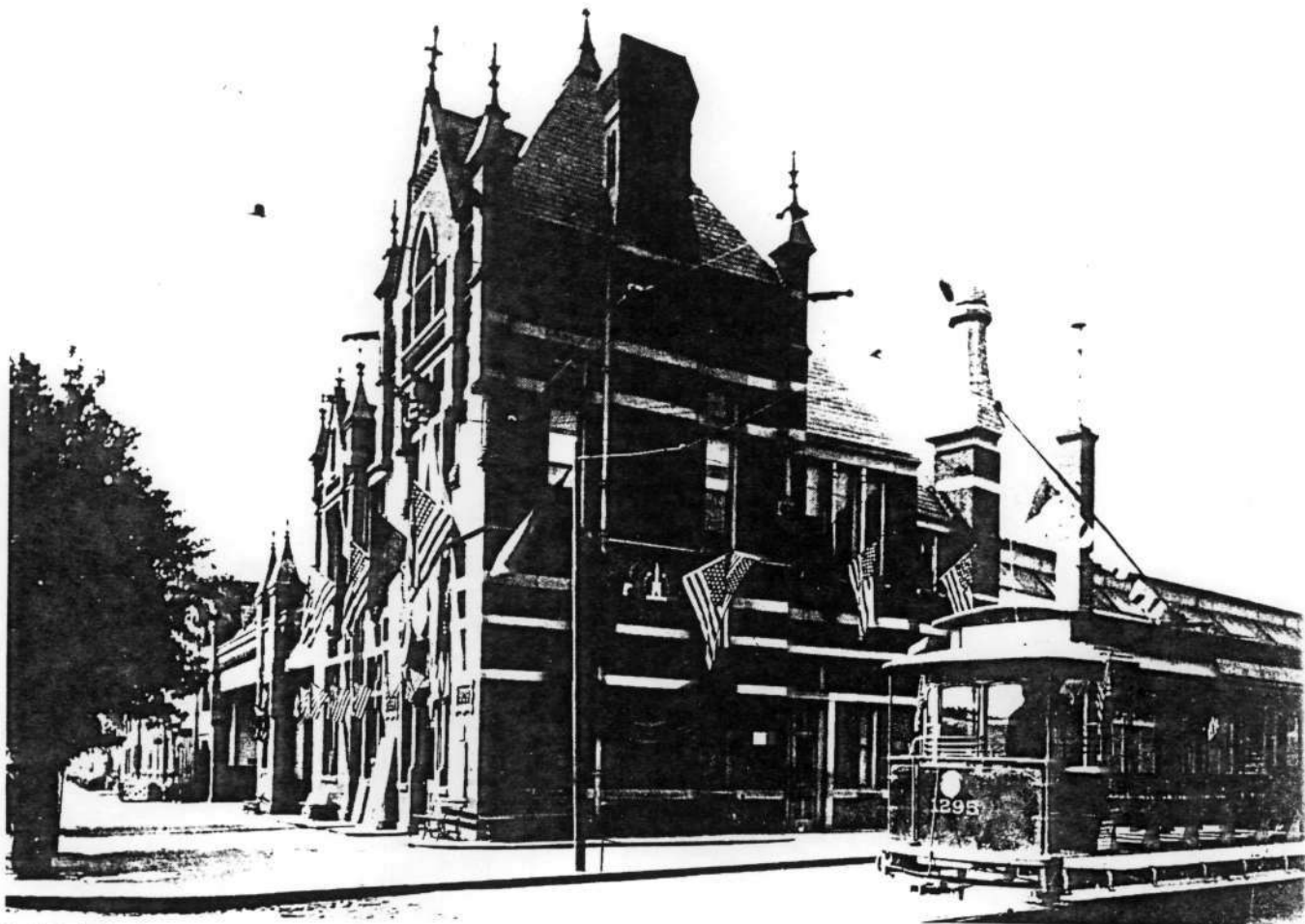
B-4470  
 Baltimore City Passenger Railway Co. Car Barn and Stables  
 Baltimore, MD  
 Sanborn Map, 1890





Green Line car #463 of Baltimore City Passenger Rwy. sits on tracks separating Druid Hill Park from Madison Ave. c.h., on part of two-block stretch that was once Baltimore's "shortest line." Laclede 10-bench car rode on Peckam 9 AX extra long truck.  
(G. F. Nixon collection)

# ***At the end of a line***



Both Columbia Ave. (Washington Blvd.) 9-bench car and Madison Ave. c.h. are decked out for 50th anniversary of the street railways in Baltimore—1909. Lower portion of the building still stands, but many-turreted upper stories are long gone.  
(L. C. Mueller collection)



SANDTOWN-WINCHESTER / PENN-NORTH

#B-4470

BALTIMORE, MD.

ELIZABETH QO LAMPL

MARCH 1992

CITY OF BALTIMORE, COMMISSION FOR HISTORICAL AND ARCHITECTURAL PRESERVATION

HISTORIC: BALTIMORE CITY PASSENGER RAILWAY CO. STABLES

CURRENT: ?

CORNER, CLOVERDALE & MCCULLOH ; 2560-70 MADISON

VIEW FACING EAST

ROLL 7 / NEG 18

1 of 4



Sandtown-Winchester / Penn - North  
# B-4470  
Baltimore, MD

Leonard Jackson  
July 1992

City of Baltimore, Commission for Historical and Architectural  
Preservation

Historic: Baltimore City Passenger Railway Co. Stables  
Current:

2560-70 Madison  
NORTH ELEVATION  
2 of 4

Roll 10 / neg 10





Sandtown - Winchester/Penn-North

# B-4470

Baltimore, MD

Leonard Jackson

July 1992

City of Baltimore, Commission for Historical and Architectural  
Preservation

Historic: Baltimore City Passenger Railway Co. Stables

Current:

2560-70 Madison

WEST ELEVATION

3 & 4

Roll 10/neg 11



Sandtown-Windchester/Penn-North

# B-4470

Baltimore, MD

Leonard Jackson

July 1992

City of Baltimore, Commission for Historical and Architectural  
Preservation

Historic: Baltimore City Passenger Railway Co. Stables

Current:

2560-70 Madison

MADISON AVENUE, OR. EAST ELEVATION

4 of 4

Roll 11/neg 28